



நியூசீலாந்து மணிச் சாசனம்

காலமும் வார்ப்புக் கலையும்
கப்பல் முதலாளி பெயர், ஊர், பின்புலம்



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December 11, 2024 at 11 AM
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மணியில் உள்ள உலோகலேகை

*John T. Thomson, Ethnographical Considerations on the Whence of the Maori.
Transactions and Proceedings of the Royal Society of New Zealand, Volume 4, 1871*

TRANS. N.Z. INSTITUTE, VOL. IV PL. II.

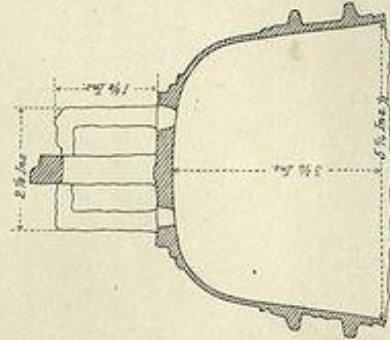
FAC-SIMILE OF INSCRIPTION ON BELL, $\frac{1}{2}$ size.

மொகையிடுகியுபகருகியபகப்பலுடையமணி

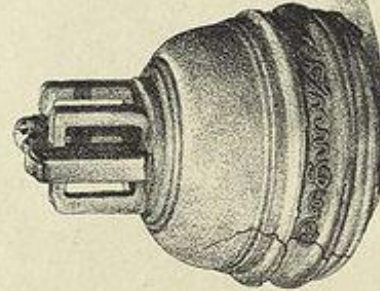
SAME IN TAMIL AS NOW WRITTEN IN PENANG.

மொகையிடுகியுபகருகியபகப்பலுடையமணி

TRANSLATION. MOHOYIDEN BUKS SHIPS BELL.



SECTION



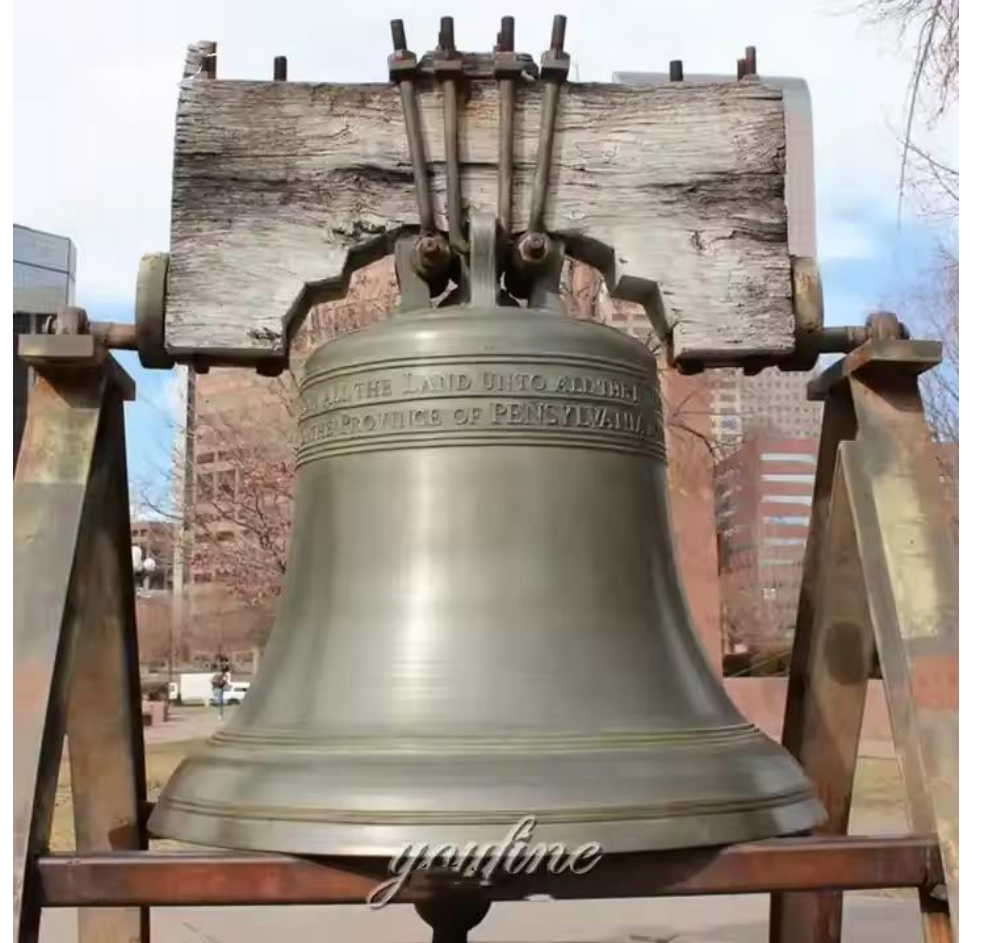
UPPER PORTION OF AN
ANTIQUE TAMIL BELL.
(see page 40)

Thomson del.

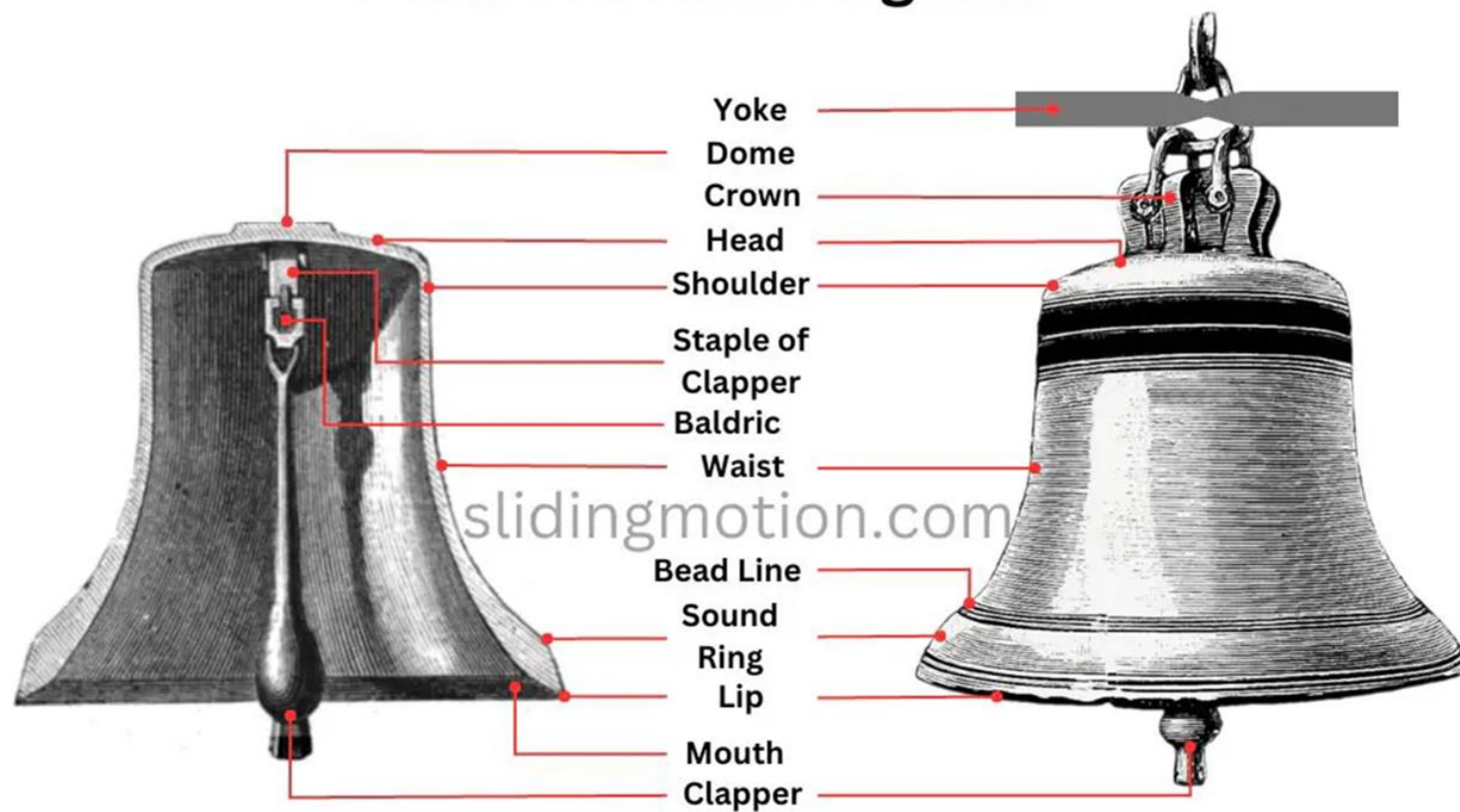
மணியின் மகுடம் (*Crown of the Bell*)
ஐரோப்பிய அடைவு (*European Design*)



வெங்கல மணியின் பாகங்கள்
ஆலய மணியின் ஓசையிலே



Parts of a Bell Diagram



Hindu and Buddhist Bells (India, South East Asia)



- வாயிற் கடைமணி நடுநா நடுங்க
ஆவின் கடைமணி உகுநீர் நெஞ்சு சுடத் தான்தன்
அரும்பெறற் புதல்வனை ஆழியின் மடித்தோன் – சிலம்பு (ஆராய்ச்சி மணி)
- திருக்குறுங்குடி அழகிய நம்பி திருக்கோவில். (ஆலயமணி)
 - கட்டளைக் கலித்துறைப் பாடல்.
 - சிறைவாய்மன், தென்வஞ்சியான்
- சோனகன் சாஹர் பரஞ்சோதி
 - ராஜராஜன், ராஜேந்திர சோழன் கல்வெட்டுகள்
 - சோனகன் – உவச்சன், காளி, ஐயனார் கோவில் பூசகர்கள்
 - கவிச்சக்கிரவர்த்தி கம்பன் – கைம்மணிச் சீர்

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My primary interests are in early modern European history, with a focus on European/South Asian encounters, maritime and military history and women and the law. I have a new project with Leos Müller of Stockholm University on the Scandinavian Prize Papers (papers of seized ships from the 1600s to the early 1800s) now archived at the British National Archives.

How to research Scandinavian ships and seamen in the Prize Papers of the British National Archives (2023)

A broad understanding of what qualifies as ‘Scandinavian’ is useful in this context, especially if one wants to understand the outsized role of the Scandinavian kingdoms in defining the parameters of neutrality and neutral trade. An example from the Prize Papers is a ship called the *Moideen Bux*, originally from Porto Novo in what is today the state of Tamil Nadu in India, but seized by a British privateer near Tranquebar. The case of the *Moideen Bux* generated a printed appeal (HCA 45) and it shows that Denmark’s generally neutral status was well-known not just in Europe, but in the Indian Ocean world as well. In this case, the ship’s owner, a man named Mohamed Ali Meyah, took steps, early in 1807, to obtain Danish colours and a Danish pass from the authorities at Tranquebar – using an Indian resident of Tranquebar as an intermediary. Given the events unfolding in Europe this was a badly timed move. In April 1808, the *Moideen Bux* was accosted by a privateer flying French colours. In response the *nākhodha* (captain) of the ship, a man named Mohamed Meyah (presumably a relative of Mohamed Ali’s), tried to assert his neutrality by running Danish colours up the mast. Unfortunately, the French colours proved to be a ruse: the privateer was actually British, and war had broken out between Britain and Denmark (a fact Mohamed Ali Meyah claimed to be unaware of). The *Moideen Bux*’s people quickly changed their tune. Now they asserted that the ship was actually a Choleyar ship with Choleyar colours from Porto Novo, and that ‘they had Danish Colours [only] in order to secure them from Capture by the French.’²⁰ This argument persuaded the Vice-Admiralty Court of Madras, but the Appeals judges were less impressed. They awarded the ship to its captors on the grounds that it was Danish and therefore from an enemy nation. The court did, however, rule that the owner, a British subject, could keep the cargo of captive elephants.

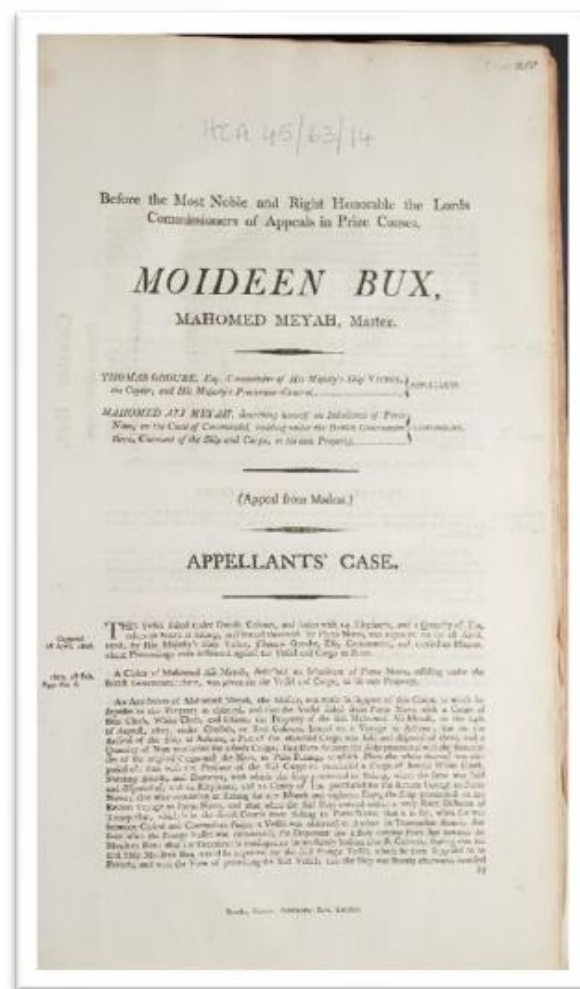


Image 24. The *Moideen Bux* was laden with fourteen elephants and some tin, and bound for Porto Novo (now Parangipettai in the Indian state of Tamil Nadu), when she was seized near Tranquebar. The British-owned privateer pretended to be French in order to lure the *Moideen Bux* into showing Danish colors. This double 'false flag' operation ended up working to the disadvantage of the *Moideen Bux*, probably because, by the time the appeals court made its decision in 1811, it was open season on Danish ships across the globe. HCA 45/63/14 Ship: *Moideen Bux* (Choleyar or Danish) Mahomed Meyah, Master, 1806